

ABSTRACT OF THE DISCLOSURE

In a hybrid vehicle 1 in which a transmission 14 is connected via a first clutch 13 to an internal combustion engine 11 and a first motor 12 that are coupled in series to front wheels Wf, a second motor 16 which is a three-phase brushless DC motor is connected to the transmission 14 via a second clutch 15. When the vehicle in an idling stop state of the internal combustion engine 11 is to be started, a motor output control portion 18 calculates a torque which is required of the second motor 16 in accordance with the inclination angle of the road surface on which the vehicle is traveling, and also a continuous energization time period T1 of a stator winding of one phase in the second motor 16.

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